

## Train Registers on the Northern Pacific

The Train Register was an important part of the operations on the railroad. Below is a description of how it worked, specifically on the Northern Pacific Railway. It is broken down by the rules in effect as described by the Consolidated Code of Operating Rules, Edition of 1967, Edition of 1959, and Edition of 1945. A separate description will be provided for each era.

### How is a Train Register used?

The train register at many locations would represent the permanent record of train arrivals and departures and may or may not be reported to the train dispatcher depending if there was an operator on duty. The location of train registers was determined by the Special Instructions.

During my time working as a telegrapher, reports to the dispatcher (OS's) were made from the train register for register stations where a telegrapher was on duty. For example when working a shift at Reservation, the Special Instructions provided for the conductor to use form 608, Train Register Ticket (often referred to as a 'soup ticket'), which was dropped off near the tower and retrieved by the operator. This information would then be entered into the train register and reported to the train dispatcher from the register. The train dispatcher would make the appropriate entry on the train sheet in the dispatcher's office.

N. P. 608  
8-25

NORTHERN PACIFIC RAILWAY CO.  
TRAIN REGISTER TICKET

STATION \_\_\_\_\_ 19\_\_\_\_

TRAIN \_\_\_\_\_ ENG. \_\_\_\_\_ DISPLAYING \_\_\_\_\_ SIGNALS \_\_\_\_\_

FROM \_\_\_\_\_ To \_\_\_\_\_ FOR ENG. \_\_\_\_\_

ENGINEMAN \_\_\_\_\_ CONDUCTOR \_\_\_\_\_

ARRIVED \_\_\_\_\_ M. LOADS \_\_\_\_\_ EMPTIES \_\_\_\_\_ TONS \_\_\_\_\_

LEFT \_\_\_\_\_ M. LOADS \_\_\_\_\_ EMPTIES \_\_\_\_\_ TONS \_\_\_\_\_

Conductors will fill out and leave one of these tickets at points designated by the Superintendent.  
Short trips between non-telegraph stations to be reported on this form; the same to be filed for transmission at earliest opportunity.

At yard office locations where train registers were located and where an operator was on duty such as Auburn Yard, the conductor would enter his information into the Train Register and the operator would then report this information to the train dispatcher. There were some locations such as the Head of the Bay Yard office at Tacoma and Stacy Street Yard in Seattle where information was entered into the Train Register but just became part of the permanent record and not reported to the train dispatcher.

Train Registers were also used for train operations. Below are two examples of how Train Registers were used. The first example is taken from the Post-Merger era when the Milwaukee Road gained trackage rights between Everett and Renton utilizing the Pacific Division Seventh Subdivision. Train orders authorizing movement between Scopa and Bromart were issued by the Double Track North dispatcher from the Tacoma office. These train orders were delivered to the Milwaukee crews at Delta Jct. (near Everett) for Westward trains (compass direction south) and Black River tower for Eastward trains.

## Train Registers on the Northern Pacific

Note that these directions were reversed at the time of the BN merger as were the directions on the Seattle to Portland line. Note also that continuous yard limits were in effect between Renton and Scopa and between Bromart and Snohomish. Operations between Black River and Renton and between Snohomish and Everett were under the control of other train dispatchers.

The two Milwaukee trains operated in a timeframe that required train orders to be issued ahead of time and needed to accommodate two opposing trains. The dates of the train orders used were dated August 12, 1973. These examples illustrate a rather simple example of how Train Registers were used.

Below is an excerpt from the timetable that was in effect at that time for that territory.

PACIFIC DIVISION					15
WESTWARD			EASTWARD		
Rule 6(A) Signs	Length of Siding in feet	Station Numbers	Mile Post Location	Distance from Sumas	7th Subdiv BRANCH LINE STATIONS Telegraph Offices and Calls
BRP RWYZ		66089	127.18	0.0	SM SUMAS
	654	66083	120.85	6.4	NOOKSACK
P	1,537	66073	111.44	15.8	DEMING
	582	66065	103.46	23.7	ACME
P	2,700	66060	98.53	28.7	WICKERSHAM
	1,738	66054	93.78	33.2	THORNWOOD
JPY		66055	88.72	40.5	SEDRO WOOLLEY
	639	66046	83.34	43.7	CLEAR LAKE
		66041	78.46	49.1	BIG LAKE
		66033	70.64	56.5	McMURRAY
		66027	64.70	62.8	BRYANT
QTPYOJ		66023	60.57	66.8	A ARLINGTON
JPRY	2,448	66020	57.77	69.7	EDGEComb To Getchell 6.0
JP		15012		73.5	KRUSE JCT.
P		66014	51.40	75.7	GETCHELL
P		66009	46.90	80.2	HARTFORD
		66003	43.85	83.3	MACHIAS
PTY		0215*	38.76	88.5	SNOHOMISH
JRY		65601	37.59	89.6	BROMART
	E 2,855 W 2,812	65608	29.88	97.0	MALBY
OBJPRTY		65614	23.86	103.0	CJ WOODINVILLE
OP	2,495	65622	17.02	110.5	KR KIRKLAND
	3,313	65626	12.66	114.8	BELLEVUE
	1,143	65627	12.03	115.7	WILBURTON
	1,676	65633	6.32	121.3	QUENDALL
Y		65634	4.33	123.2	SCOPA
JQPBRYZ		65637		125.7	RENTON

## **Train Registers on the Northern Pacific**

Order Number 406 issued to C&E (Conductor and Engineer) Eng Milw 6001 at Black River:  
*Eng Milw 6001 run extra Scopa to Bromart and will register at Bromart on order No. 406.*  
Made complete at 248AM

Order Number 409 issued to C&E Eng Milw 5007 at Delta Jct.  
*After extra Milw 6001 East has arrived at Bromart Eng Milw 5007 run extra Bromart to Scopa  
and will register at Woodinville on order No 409.*  
*May check register at Bromart against extra 6001 east on order No 406.*  
Made complete at 420AM

In this example the dispatcher has authorized two opposing trains using the register at Bromart to indicate Extra Milw 6001 east will operate first and that Extra Milw 5007 west must not operate beyond Bromart until proof of the arrival of Extra Milw 6001 east. The instruction for Extra Milw 5007 to register at Woodinville may or may not be needed for further train operations.

## Train Registers on the Northern Pacific

Operations on the Willapa Harbor Line (Twenty-First Subdivision) were considerably more complex. There were two round trips operated by the Chehalis Western Railroad which originated at Pe Ell and ran as far as Millburn where they entered their own railroad. The Milwaukee Road operated on the 21<sup>st</sup> Subdivision from Chehalis Jct. to Dryad Jct. where they entered their own railroad. The BN (and earlier, the NP) ran a local (South Bend Local) all the way from Chehalis Jct. to South Bend and at times operated a local from Chehalis Jct. to Pe Ell (Pe Ell Turn). Both these trains originated at Centralia and ran to Chehalis Jct. on the main line.

Below is an excerpt from NP Tacoma Division Timetable Number 2 of October 29, 1967:

<b>TWENTY-FIRST SUB-DIVISION</b>					
<b>(WILLAPA HARBOR LINE)</b>					
<b>WESTWARD</b>			<b>EASTWARD</b>		
Rule 6(A)	Station Numbers	Car Capacity of Sidings	Distance from Chehalis Jct.	<b>Time Table No. 2</b>	
				<b>October 29, 1967</b>	
				<b>STATIONS</b>	
<b>Telegraph Offices and Calls</b>					
					Distance from South Bend
JPTY	2082		0.0	CHEHALIS JCT.....	56.5
			3.4	LITTELL.....	53.1
CW 2			4.7	ADNA.....	51.8
CW 5	89		6.6	MILLBURN.....	49.9
RY	Conn.		10.0	CERES.....	46.5
CW10	29		12.2	MESKILL PIT.....	44.3
P		853	16.3	DRYAD.....	40.2
Y	CW16	88	16.8	DRYAD JCT.....	39.7
Y		Conn.	22.3	PE ELL.....	34.2
RY	CW22	55	28.8	PLUVIUS.....	27.7
	CW29	50	35.2	FRANCES.....	21.3
	CW35	65	37.9	LEBAM.....	18.6
	CW38	6	42.3	HOLCOMB.....	14.2
	CW42	30	46.5	MENLO.....	10.0
	CW46	7	50.5	WILLAPA.....	6.0
	CW50	11	53.1	RAYMOND.....	3.4
B	CW53	70	56.5	SOUTH BEND.....	0.0
TW	CW57	86			

**EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.**

The following from the Special Instructions applied:

**8. Register Stations** - Pe Ell and Millburn for CW trains.

Dryad Jct. for CMStP&P westward trains

Below is the second example of how train orders were issued to accommodate train operations, in this case on the South Bend branch. These train orders were issued on October 25, 1971 and even though the examples provided were issued after the BN merger they were similar those issued during the NP era.

# Train Registers on the Northern Pacific

The only stations where orders were issued were at Raymond and Chehalis (Milw operators), South Bend, Centralia and Pe Ell (BN operators in the following examples). Pe Ell was in the center of the operations but only manned during the early morning hours.

Below are examples of how the South Bend Branch was operated using train orders and train registers. The excerpts are from October 25, 1971 and while this date is after the BN merger, there were not many differences from pre-merger operations.

Below is a copy of the actual train register from the depot at Pe Ell and beginning on Line 13 the train register entries for October 25, 1971 are shown. Note the train order references are shown to the right of the arrival time entry.

N. P. 1381 10-27		TRAIN REGISTER										NORTHERN PACIFIC RAILWAY COMPANY										ARRIVED	
		STATION		DAY		MONTH		YEAR															
TRAIN NO.	ENGINE NO.	MANIFEST NO.	SIGNALS CARRIED	ENGINEER	CONDUCTOR	HEAD BRAKEMAN	REAR BRAKEMAN	SWING BRAKEMAN	LOAD	EMPTY	TON	CARRIAGE NO.	ARRIVED	TRAIN ORDER NO.	TRAIN ORDER NO.	TRAIN ORDER NO.	TRAIN ORDER NO.						
FROM	TO	FROM	TO										TIME										
West	1857	61867	White	H. Nelson	Hecks				0	36	488		3:20	320	321	322	323						
West	1858		"	McClure	Harmon				0	36	488		3:30	324	325	326	327						
West	1859	61867	White	H. Nelson	Hecks				0	54	722		4:30	243	244	245	246						
West	1860		"	McClure	Harmon				0	36	488		4:40	247	248	249	250						
West	1861	61869	White	H. Nelson	Harmon				0	36	488		4:50	251	252	253	254						
West	1862		"	McClure	Harmon				0	36	488		5:00	255	256	257	258						
West	1863	61867	White	H. Nelson	Hecks				0	36	488		5:10	261	262	263	264						
West	1864		"	McClure	Harmon				0	36	488		5:20	265	266	267	268						
West	1865	61867	White	H. Nelson	Hecks				0	36	488		5:30	271	272	273	274						
West	1866		"	McClure	Harmon				0	36	488		5:40	275	276	277	278						
West	1867	61867	White	H. Nelson	Hecks				0	36	488		5:50	281	282	283	284						
West	1868		"	McClure	Harmon				0	36	488		6:00	285	286	287	288						
West	1869	61867	White	H. Nelson	Hecks				0	36	488		6:10	291	292	293	294						
West	1870		"	McClure	Harmon				0	36	488		6:20	295	296	297	298						
West	1871	61867	White	H. Nelson	Hecks				0	36	488		6:30	301	302	303	304						
West	1872		"	McClure	Harmon				0	36	488		6:40	305	306	307	308						
West	1873	61867	White	H. Nelson	Hecks				0	36	488		6:50	311	312	313	314						
West	1874		"	McClure	Harmon				0	36	488		7:00	315	316	317	318						
West	1875	61867	White	H. Nelson	Hecks				0	36	488		7:10	321	322	323	324						
West	1876		"	McClure	Harmon				0	36	488		7:20	325	326	327	328						
West	1877	61867	White	H. Nelson	Hecks				0	36	488		7:30	331	332	333	334						
West	1878		"	McClure	Harmon				0	36	488		7:40	335	336	337	338						
West	1879	61867	White	H. Nelson	Hecks				0	36	488		7:50	341	342	343	344						
West	1880		"	McClure	Harmon				0	36	488		8:00	345	346	347	348						
West	1881	61867	White	H. Nelson	Hecks				0	36	488		8:10	351	352	353	354						
West	1882		"	McClure	Harmon				0	36	488		8:20	355	356	357	358						

The following are transcripts taken from the actual dispatcher's train order book for the Mountain territory for October 25, 1971. Only train orders relevant to the South Bend branch are shown. Missing numbers were used for operation on the Yakima to Auburn main line and several other branch lines.

## Train Registers on the Northern Pacific

Note: Apparently the Chehalis Western was 'borrowing' Milw engine 630.

Order Number 206 issued to C&E Eng CW 684 and C&E Eng Milw 630 at Pe Ell  
*After 430AM Engs CW 684 and Milw 630 run as two extras Pe Ell to Millburn.  
This order is annulled at 1101AM.*

Order was made Complete at 305AM, October 25.

Order Number 207 issued to C&E Eng CW 684 and C&E Eng Milw 630 at Pe Ell  
*After 1101AM Eng CW 684 run extra Millburn to Pe Ell.  
After 230PM Eng Milw 630 run extra Millburn to Pe Ell.  
Extra CW 684 West and Extra Milw 630 West will register at Pe Ell on Order number 207.  
This order is annulled at 659PM.*

Order was made complete at 313AM, October 25.

These two train orders authorized a round trip to the two CW locals between Pe Ell and Millburn but with running authority expiring at 1101AM which allows other trains to be authorized against the opposing CW trains after that time.

The following two orders were issued to the Pe Ell turn, Engine 1852:

Order No 242 issued to C&E Eng 1852 at Centralia  
*After 1215PM Eng 1852 run extra Chehalis Jct to Pe Ell.  
This order is annulled at 930PM.*

Order was made complete at 944AM

Order Number 244 issued to C&E Eng 1852 at Centralia  
*After 345PM and after Extra CW 684 West, Extra Milw 630 West and Extra 1914 West have  
arrived at Pe Ell Eng 1852 run extra Pe Ell to Chehalis Jct.  
This order is annulled at 130AM.*

Order was made complete at 944AM

The above two orders authorized the Pe Ell turn to operate Chehalis Jct. to Pe Ell after the authority for the two opposing CW locals has expired and to return to Chehalis Jct. after the two CW locals and the South Bend local (Extra 1914 West) have arrived at Pe Ell.

Order Number 245 issued to C&E Eng 1914 at Centralia  
*After 215PM Eng 1914 run extra Chehalis Jct to Pe Ell.  
This order is annulled at 659PM.*

Order was made complete at 944AM

Order Number 246 issued to C&E Eng 1914 at Centralia  
*After 301PM Eng 1914 run extra Pe Ell to South Bend then after 401PM Eng 1914  
Run extra South Bend to Pe Ell.  
This order is annulled at 330AM.*

Order was made complete at 944AM

The above orders authorized the South Bend local to operate Chehalis Jct to Pe Ell and then Pe Ell to South Bend and return to Pe Ell.

## Train Registers on the Northern Pacific

The following order required the South Bend local to register at Pe Ell and provided for the Pe Ell turn to provide evidence of the arrival at Pe Ell of the two CW locals and the South Bend local as required by order Number 244 as shown above.

Order Number 248 issued to C&E Extra 1852 West and Extra 1914 West at Centralia

*Extra 1914 West register at Pe Ell on order No 248.*

*Extra 1852 East may check register at Pe Ell against Extra 1914 West on order number 248 and against Extra CW 684 West and Extra Milw 630 West on order number 207.*

Order was made complete at 944AM

The above orders provide for Extra 1852 East to operate after the arrival of the three Extras West by using the train register at Pe Ell as proof of arrival at Pe Ell. Even though there was an operator (actually an agent), the operation of these trains occurred outside the hours of the operator. These examples are only part of the series of train orders issued to trains on the 21<sup>st</sup> Subdivision but illustrate how the train register at Pe Ell was used.

Now, we'll resolve the conflict between the Westward Pe Ell turn and the Milw Raymond local and then add in getting the South Bend Local back to Chehalis Jct. The Milwaukee Chehalis to Raymond local operated on their own line Raymond to Dryad Jct. then onto Chehalis Jct. on the South Bend branch.

Earlier in the day the following was issued:

Order Number 241 issued to C&E Extra 1852 West at Centralia and to C&E Extra Milw 514 East at the Milwaukee station at Raymond.

*Extra 1852 West has right over Extra Milw 514 East Chehalis Jct to Pe Ell.*

*Extra 1852 West register at Dryad Jct on order number 241.*

*Extra Milw 514 East may check register at Dryad Jct against Extra 1852 West on order No 241.*

*This order is annulled at 930PM.*

Order made complete at Centralia at 944AM and at (Milw) Raymond at 1051AM

Order Number 250 issued to C&E Eng Milw 514 at (Milw) Raymond

*After 701PM Eng Milw 514 run extra Dryad Jct to Chehalis Jct.*

*This order is annulled at 501AM.*

Order was made complete at 1037AM

Order number 241 provided for operation between the Westward Pe Ell Turn and the Eastward Milw Raymond local. Note that the Pe Ell turn was active until 930PM (see order 242) and the Milw Raymond local was authorized Dryad Jct to Chehalis Jct after 701PM (Order 250). The use of form S-C (giving right over an opposing train) provided for the Raymond local to not operate Dryad Jct. to Chehalis Jct. until obtained evidence of the arrival of the Pe Ell local at Dryad Jct. using the train register. This was necessary due to the overlap in the times the trains were authorized (701PM until 930PM)

## Train Registers on the Northern Pacific

Order Number 280 issued to C&E Extra Milw 514 West at the Milwaukee station at Chehalis and to C&E Extra 1914 East at Pe Ell

*Extra 1914 East has right over Extra Milw 514 West Pe Ell to Chehalis Jct and wait at Dryad Jct. until 130AM for Extra Milw 514 West who will register at Dryad Jct on order number 280. Extra 1914 East may check register at Dryad Jct. against Extra Milw 514 West on order number 280.*

Order was made complete at 938PM at (Milwaukee) Chehalis and at 143AM at Pe Ell.

Order Number 281 issued to C&E Eng Milw 514 at (Milwaukee) Chehalis

*Eng Milw 514 run extra Chehalis Jct to Dryad Jct. This order is annulled at 359AM.*

Order was made complete at 938PM.

The above two orders are similar to the scenario describing order number 241 except in the reverse directions.

The South Bend local was finally given running authority after midnight:

Order Number 202 (of next day) issued to C&E Eng 1914 at Pe Ell

*Engine 1914 run extra Pe Ell to Chehalis Jct.*

*This order is annulled at 330AM.*

Order was made complete at 143AM

Thus the next day was set up to start over again with setting up the two CW locals to operate after 430AM.

Understanding the way all these orders worked would be easier if mapped out on a time line. The only stations needed for such a map would include, Pe Ell, Dryad Jct, Millburn and Chehalis Jct. Note the beginning time a train is authorized and when its authorization expires. Note the overlaps of the opposing trains and how those overlaps are resolved. Needless to say the train registers were an integral part of the operation on the South Bend branch.



# **Train Registers on the Northern Pacific**

**Below are Excerpts from the applicable Rule Books & Special Instructions:**

## **Consolidated Code of Operation Rules, Edition of 1967**

Definitions:

Register Station is defined as "A station at which a train register is located" (pg. 10)

Train Register is defined as "A book or form used at designated stations for registering signals displayed, the time of arrival and departure of trains and such other information as may be prescribed" (pg.12)

Under the section on Timetables, Rule 6A states:

"The following letters placed in the columns provided in the timetable indicate:"

"R" - Train Register (pg.17)

Under the section, "Movement of Trains"

Rule S-83(A) states:

"When a train is required to meet, or wait for, an opposing extra train or when an extra train has been made superior to an opposing train, the train register must not be used as evidence of the arrival of such extra train, except as provided by Form W train order, examples (5) or (6)." (pg.38)

Rule 83(A) states:

"Stations at which train registers are located are designated in the timetable."

"Unless otherwise provided, conductors of all trains, and engineers of trains without conductors, must register their trains on the train register at points designated in the timetable. Where authorized, register ticket will be accepted by the operator who must register for the conductor and report trains to the train dispatcher from the train register."

"The number of a section of a regular train must be spelled out on train registers and register tickets."

"Conductors must fill out train register check on the prescribed form and deliver or have it delivered to engineer before leaving register station, unless check of trains is received by train order or entire movement will be within CTC or Rule 251 territory." (pg. 39).

## Train Registers on the Northern Pacific

Under Forms of Train Orders, "W"

Change in Clearance or Register Requirements

- (1) \_\_\_\_\_ will not (register) or (require a clearance) at C
- (2) \_\_\_\_\_ will not require a clearance at C if train order signal indicates proceed
- (3) \_\_\_\_\_ will register at C by register ticket
- (4) Extra 37 west register at C on order No \_\_\_\_\_
- (5) Extra 38 east may check register at C against extra 37 west on order No \_\_\_\_\_
- (6) No 2 may check register at C against extra 37 west on order No \_\_\_\_\_

Examples (1), (2) and (3) must be used when it is desired to modify register or clearance requirements.

When Example (3) is used, a copy of the order must be addressed to the operator at the station specified.

Examples (4), (5) and (6) must be used when it is desired to permit a train to accept the train register as evidence of the arrival of an extra train in accordance with Rule S-83(A).

When Example (4) is used, number and date of the order specified must be inserted in column of train register captioned "Signals".

### Special Instructions

Tacoma Division Special Instructions No. 1 of June 1, 1967 went into effect concurrently with the Consolidated Code of Operating Rules, Edition of 1967. References to Register issues appear under each section for the individual Subdivisions, usually toward the bottom of the list.

### First Subdivision

#### 21. Register Stations:

Yakima Passenger for the first class trains and passenger trains operating as extras.

Yakima Yard office for second class trains and inferior trains except passenger trains operating as extras. This register will also show information of the arrival and departure of first class trains at Yakima.

Easton, Lester.

Auburn Passenger Station for first class trains, except first class trains originating or terminating at Auburn Yard.

Auburn Yard - for trains originating and terminating and through trains running via yard track. This register will also show information of the arrival and departure of first class trains at Auburn.

## **Train Registers on the Northern Pacific**

### **22. Register Exceptions:**

At Auburn passenger stations first class trains may register by Form 608.

At Lester and Easton all trains will register by Form 608 and check of register may be furnished by Form 602 issued by the operator when authorized by the train dispatcher.

At Ellensburg - Train register in passenger station to be used by train and engine crews originating and terminating, information required by this form to be furnished for record purposes. Register check Form V train order will be furnished first class and passenger trains operating as extrains to train and engine crews originating.

### **Second Subdivision**

#### **19. Register Stations:**

Seattle, South Portal Tower, Stacy St. Yard Office, Auburn Yard Office, for trains originating or terminating and for through trains running via yard tracks. Register at Auburn Yard will also show information of the arrival and departure of first class trains at Auburn.

Reservation.

Head of Bay Yard Office for extra trains that originate or terminate, at Head of Bay Yard or at UP crossing on Drawbridge Line.

#### **20. Register Exceptions:**

At Reservation trains may register by Form 608.

### **Third Subdivision**

#### **24. Register Stations:**

Head of Bay Yard office for extra trains that originate or terminate, at Head of Bay Yard.

U. P. Junction

Centralia

Longview Freight Station for trains originating and terminating.

Vancouver Telegraph Office

Portland Telegraph Office.

#### **25. Register Exceptions:**

At U. P. Junction trains may register by Form 608.

At Centralia, all through trains register by Form 608 and will be furnished check of register by train order or Form 602 issued by operator. Trains to Eighteenth (18) Subdivision will register by Form 608 at Yard Office.

At Vancouver: All trains register by Form 608 and will be furnished check of register by train order, or register check Form 602, issued by operator.

# **Train Registers on the Northern Pacific**

## **Fourth Subdivision**

### **15. Register Stations:**

U.P.Jct. for extra trains that originate or terminate.

Head of Bay Yard office for extra trains that originate or terminate at Head of Bay Yard, or change crews at UP crossing on Drawbridge Line.

### **16. Register Exceptions:**

At U.P. Jct. trains will register by Form 608, and will be furnished check of register by train order, or Form 602 issued by operator.

## **Fifth Subdivision**

### **22. Register Stations:**

Seattle (South Portal Tower), Woodinville, GN-Snohomish.

Everett for NP trains.

Wickersham for trains 675 and 676.

Arlington for Fourteenth Subdivision trains.

Sumas.

### **23. Register Exceptions:**

Trains will register at GN-Snohomish by Form 608 when operator is on duty.

Trains 675 and 676 register at Woodinville by Form 608 when operator is on duty.

Register books at Bromart and Edgecomb for use as instructed.

At Everett first class trains may register by Form 608 when operator is on duty.

## **Sixth Subdivision**

**5. Register Station** - Cle Elum.

## **Seventh Subdivision**

**8. Register Station** - Enumclaw

## **Eleventh Subdivision**

### **10. Register Stations:**

Woodinville.

## **Twelfth Subdivision**

**6. Register Station** - Woodinville.

## **Fourteenth Subdivision**

**4. Register Stations** - Arlington.

# **Train Registers on the Northern Pacific**

## **Fifteenth Subdivision**

**5. Register Stations** - Bellingham.

## **Sixteenth Subdivision**

**12. Register Stations:**

Olympia - for trains originating and terminating.

Aberdeen and Hoquiam.

## **Seventeenth Subdivision**

**8. Register Stations:** Nisqually.

## **Eighteenth Subdivision**

**8. Register Stations:** Centralia Passenger Station.

## **Nineteenth Subdivision**

**10. Register Stations** - Elma, Shelton.

Bremerton, Bangor.

## **Twenty-First Subdivision**

**8. Register Stations** - Pe Ell and Millburn for CW trains.

Dryad Jc. for CMStP&P westward trains

## **Twenty-Third Subdivision**

**6. Register Stations** - Yakima passenger station.

## **Twenty-Fourth Subdivision**

**6. Register Station** - Yakima passenger station.

## **Employee Timetables**

Under the column for Rule 6(A), an 'R' is show for Register Stations.

# **Train Registers on the Northern Pacific**

## **Consolidated Code of Operation Rules, Edition of 1959**

Definitions:

Register Station is defined as "A station at which a train register is located" (pg. 11)

Train Register is defined as "A book or form used at designated stations for registering signals displayed, the time of arrival and departure of trains and such other information as may be prescribed" (pg.13)

Under the section on Timetables, Rule 6A states:

"The following letters when placed in the columns provided indicate:"

"R" - Train Register (pg.18)

Under the section, "Movement of Trains"

Rule S-83(A) states:

"When a train is required to meet, or wait for, an opposing extra train or when an extra train has been made superior to an opposing train, the train register must not be used as evidence of the arrival of such extra train, except as provided by Form W train order, examples (5) or (6)." (pg.41)

Rule 83(A) states:

"Stations at which train registers are located are designated in the time-table."

"Unless otherwise provided, conductors of all trains, and engineers of trains without conductors, must register their trains on the train register at points designated in the time-table. Where authorized, register ticket will be accepted by the operator who must register for the conductor and report trains to the train dispatcher from the train register."

"Conductors must fill out train register check on the prescribed form and deliver or have it delivered to engineer before leaving register station, unless check of trains is received by train order."

"The number of a section of a regular train must be spelled out on train registers and register tickets." (pg 42)

## Train Registers on the Northern Pacific

Under Forms of Train Orders, "W"

"Change in Clearance or Register Requirements

- (1) \_\_\_\_\_ will not (register) or (require a clearance) at C
- (2) \_\_\_\_\_ will not require a clearance at C if train order signal indicates proceed
- (3) \_\_\_\_\_ will register at C by register ticket
- (4) Extra 37 west register at C on order No \_\_\_\_\_
- (5) Extra 38 east may check register at C against extra 37 west on order No \_\_\_\_\_
- (6) No 2 may check register at C against extra 37 west on order No \_\_\_\_\_

Examples (1), (2) and (3) must be used when it is desired to modify register or clearance requirements.

When Example (3) is used, a copy of the order must be addressed to the operator at the station specified.

Examples (4), (5) and (6) must be used when it is desired to permit a train to accept the train register as evidence of the arrival of an extra train in accordance with Rule S-83(A).

When Example (4) is used, number and date of the order specified must be inserted in column of train register captioned "Signals"." (pg 98-99)

### Special Instructions

Tacoma Division Special Instructions No. 1 of December 1, 1959 went into effect concurrently with the Consolidated Code of Operating Rules, Edition of 1959. References to Register issues appear under each section for the individual Subdivisions, usually toward the bottom of the list.

### First Subdivision

#### 22. Register Stations:

Yakima Passenger Station for the first class trains and passenger extras.

Yakima Yard office for second class trains and inferior trains except passenger extras.

Easton, Lester.

Auburn Passenger Station for first class trains, except first class trains originating or terminating at Auburn Yard.

Auburn Yard - for trains originating and terminating and through trains running via yard track. This register will also show information of the arrival and departure of first class trains at Auburn.

## **Train Registers on the Northern Pacific**

### **23. Register Exceptions:**

At Lester and Easton first class and passenger extra trains will register by Form 608.

At Easton, eastward through trains and at Lester, westward through trains will be furnished check of register Form 602 issued by operator.

At Ellensburg train register in passenger station to be used by conductors whose trip starts or terminates there, information required by this form to be furnished for record purposes

### **Second Subdivision**

#### **17. Register Stations:**

Seattle (South Portal Tower), Middle Yard.

Auburn Yard Office, for trains originating or terminating and for through trains running via yard tracks. Register at Auburn Yard will also show information of the arrival and departure of first class trains at Auburn.

Reservation for extra trains.

Tacoma Union Station for trains that originate, terminate, or change crews at Union Station or on freight tracks adjacent thereto.

Head of Bay Yard Office for extra trains that originate, terminate, change crews, set out or pick up at Head of Bay Yard or at UP crossing on Drawbridge Line.

#### **18. Register Exceptions:**

At Reservation extra trains may register by Form 608.

### **Third Subdivision**

#### **22. Register Stations:**

Tacoma, Union Station, for first class trains. Extra trains that originate, terminate or change crews at Union Station or on freight tracks adjacent thereto.

Head of Bay Yard Office for extra trains that originate, terminate, change crews, set out or pick up at Head of Bay Yard.

McCarver St. for extra trains.

Centralia.

Chehalis for 21<sup>st</sup> Subdivision trains.

Longview Freight Station for trains originating and terminating.

Vancouver Telegraph Office.

Portland Telegraph Office.



## **Train Registers on the Northern Pacific**

**23. Register Exceptions:** At Tacoma Union Station: When conductors and engineers run through Tacoma on both Second and Third Subdivisions, Trains 401, 407 and 457 register by Form 608.

At McCarver St., extra trains will register by Form 608.

At Centralia, all through trains register by Form 608 and will be furnished check of register by train order or Form 602 issued by operator.

At Chehalis, Second class and inferior trains to and from 21<sup>st</sup> Subdivision register by Form 608 when operator on duty.

At Vancouver: All trains register by Form 608 and will be furnished check of register by train order, or register check Form 602, issued by operator.

### **Fourth Subdivision**

**16. Register Stations:** Tacoma, Union Station for extra trains that originate or terminate.

Head of Bay Yard office for extra trains that originate or terminate at Head of Bay Yard, or change crews at UP crossing on Drawbridge Line.

15<sup>th</sup> St. Tower.

**17. Register Exceptions:**

At 15<sup>th</sup> St. Tower trains will register by Form 608, and will be furnished check of register by train order, or Form 602 issued by operator.

### **Fifth Subdivision**

**22. Register Stations:**

Seattle (South Portal Tower), Woodinville, GN-Snohomish.

Everett for NP trains.

Wickersham, Sumas.

Arlington for Fourteenth Subdivision trains.

**23. Register Exceptions:**

Trains will register at GN-Snohomish by Form 608 when operator is on duty.

Trains 675 and 676 register at Woodinville by Form 608 when operator is on duty.

Register books at Bromart and Edgecomb for use as instructed.

### **Sixth Subdivision**

**6. Register Station** - Cle Elum.

### **Seventh Subdivision**

**9. Register Station** - Enumclaw

### **Eighth Subdivision**

**6. Register Station** - Kanaskat.

# **Train Registers on the Northern Pacific**

## **Tenth Subdivision**

### **11. Register Station:**

Black River and Woodinville

**12. Register Exceptions:** At Black River all trains register by Form 608 when operator is on duty. At Woodinville, No. 676 register by Form 608 when operator is on duty.

## **Twelfth Subdivision**

**5. Register Station** - Woodinville.

## **Fourteenth Subdivision**

**3. Register Stations** – Arlington and Darrington.

## **Fifteenth Subdivision**

**4. Register Stations** – Wickersham and Bellingham.

## **Sixteenth Subdivision**

### **12. Register Stations:**

Olympia - for trains originating and terminating.

Aberdeen and Hoquiam.

## **Seventeenth Subdivision**

**8. Register Stations:** Nisqually- Lakeview.

**9. Register Exceptions:** At Nisqually and Lakeview trains register by Form 608 and will be furnished register check by train order or Form 602 by operator.

## **Eighteenth Subdivision**

**8. Register Stations:** Centralia Yard Office.

## **Nineteenth Subdivision**

**10. Register Stations** - Elma, Shelton.

Bremerton, Bangor.

## **Twenty-First Subdivision**

**8. Register Stations** – Chehalis, South Bend

Pe Ell and Millburn for CW trains.

## **Twenty-Third Subdivision**

**6. Register Stations** - Yakima passenger station.

# **Train Registers on the Northern Pacific**

## **Twenty-Fourth Subdivision**

**6. Register Station** - Yakima passenger station.

### **Employee Timetables**

Under the column for Rule 6(A), an 'R' is show for Register Stations.

# **Train Registers on the Northern Pacific**

## **Consolidated Code of Operation Rules, Edition of 1945**

### Definitions:

Train Register is defined as "A book or form which may be used at designated stations for registering signals displayed, the time of arrival and departure of trains and such other information as may be prescribed" (pg. 8)

Under the section on Timetables, Rule 6A states:

"The following letters when placed in the columns provided indicate:"

"R" - Train Register (pg.12)

Under the section, "Movement of Trains"

Rule S-83(A) states:

"When a train is required to meet, or wait for, an opposing extra train or when an extra train has been made superior to an opposing train, the train register will not be used as evidence of the arrival of such extra train." (pg. 40)

Rule 83(A) states:

"Stations at which train registers are located are designated in the time-table."

"Conductors of all trains, or engineers of engines without conductors, will register their trains in the train register at points designated by time-table. Where authorized, register ticket may be accepted by the operator who will register for the conductor and report trains to the train dispatcher from train register."

"Conductors must fill out train register check on the prescribed form and deliver or have it delivered to engineer before leaving register station."

"The number of a section of a regular train will be spelled out on clearances, train registers and register tickets." (pg 40-41)

## **Train Registers on the Northern Pacific**

Under Forms of Train Orders, "W"

"To Avoid Stopping Trains to Register or for Clearance

When it is desired to avoid stopping trains to register or receive clearance, the following form will be used:

Change in Clearance or Register Requirements

(1.) \_\_\_\_\_ will not register or require a clearance at \_\_\_\_\_ if the train order signal indicates proceed.

(2.) \_\_\_\_\_ will register at \_\_\_\_\_ by register ticket.

When Example (2.) is used, a copy of the order will be addressed to the operator at the station specified." (pg 86)

# **Train Registers on the Northern Pacific**

## **Special Instructions**

Tacoma Division Special Instructions No. 7 of January 1, 1946 went into effect one month after the Consolidated Code of Operating Rules, Edition of 1959 went into effect on December 1, 1945. References to Register issues appear under each section for the individual Subdivisions, usually toward the bottom of the list.

### **First Subdivision**

#### **22. Register Stations:**

Yakima Passenger Station for the first class trains and passenger extras.

Yakima Yard office for second class trains and inferior trains except passenger extras.

Easton, Lester.

Auburn Yard - for trains originating and terminating and through trains running via yard tracks.

#### **28. Register Exceptions:**

At Auburn passenger stations first class trains registering will register by Form 608.

At Lester and Easton all trains will register by Form 608 and check of register may be furnished by Form 602 issued by the operator when authorized by the train dispatcher.

At Ellensburg - Train register in passenger station to be used by train and engine crews originating and terminating, information required by this form to be furnished for record purposes. Register check Form V train order will be furnished first class and passenger extra trains operating to train and engine crews originating.

### **Second Subdivision**

#### **12. Register Stations:**

Seattle (South Portal Tower), Middle Yard.

Auburn Yard Office, for trains originating or terminating and for through trains running via yard tracks. Register at Auburn Yard will also show information of the arrival and departure of first class trains at Auburn.

Reservation for extra trains.

Tacoma Union Station for trains that originate, terminate, or change crews at Union Station or on freight tracks adjacent thereto.

Head of Bay Yard Office for extra trains that originate, terminate, change crews, set out or pick up at Head of Bay Yard or at UP crossing on Drawbridge Line.

#### **13. Register Exceptions:**

At Reservation extra trains may register by Form 608.

### **Third Subdivision**

**19. Register Stations-**Tacoma, Union Station, for first class trains. Extra trains that originate, terminate, or change crews at Union Station or on freight tracks adjacent thereto.

Head of Bay Yard Office for extra trains that originate, terminate, change crews, set out or pick

## Train Registers on the Northern Pacific

up at Head of Bay Yard.

McCarver St., for extra trains.

Centralia Telegraph Office.

Chehalis for 21<sup>st</sup> Subdivision trains.

Longview Freight Station for trains originating and terminating.

Vancouver Telegraph Office, Portland Telegraph Office.

**20. Register Exceptions-** At Tacoma Union Station: When conductors and engineers run through Tacoma on both Second and Third Subdivisions, Trains 401, 407 and 457 register by Form 608.

At McCarver St., extra trains will register by Form 608.

At Chehalis: Second class and inferior trains to and from 21<sup>st</sup> Subdivision register by Form 608 when operator on duty.

At Vancouver: All trains register by Form 608 and will be furnished check of register by train order, or register check Form 602, issued by operator.

### Fourth Subdivision

**15. Register Stations-**Tacoma, Union Station for first class trains. Extra trains that originate or terminate.

Head of Bay Yard office for extra trains that originate or terminate at Head of Bay Yard, or change crews at Cabin Tower on Drawbridge Line.

15<sup>th</sup> St. Tower.

South Tacoma for Westward Trains.

**16. Register Exceptions-**At 15<sup>th</sup> St. Tower trains will register by Form 608, and will be furnished check of register by train order, or register check, Form 602 issued by operator.

### Fifth Subdivision

**16. Register Stations-**

Seattle (South Portal Tower), Woodinville, GN-Snohomish.

Everett for N.P. trains.

Wickersham, Sumas.

Arlington for Fourteenth Subdivision trains.

**17. Register Exceptions-**Trains will register by Form 608 at GN-Snohomish.

### Sixth Subdivision

**7. Register Station -** Cle Elum.

### Seventh Subdivision

**6. Register Station -** Enumclaw

# **Train Registers on the Northern Pacific**

## **Eighth Subdivision**

**6. Register Station** - Kanaskat.

## **Eleventh Subdivision**

**6. Register Station-**

Black River and Woodinville

**7. Register Exceptions:** At Black River all trains register by Form 608.

## **Twelfth Subdivision**

**5. Register Station** – Woodinville and North Bend.

## **Fourteenth Subdivision**

**3. Register Stations** – Arlington and Darrington.

## **Fifteenth Subdivision**

**5. Register Stations** – Wickersham and Bellingham.

## **Sixteenth Subdivision**

**13. Register Stations-**

Saint Clair.

Olympia - for trains originating and terminating.

Gate, Aberdeen and Hoquiam.

**14. Register Exceptions-**At Saint Clair trains will register by Form 608 and will be furnished register check Form 602 by operator.

At Olympia, No. 464 register by Form 608 leaving in boxlocated west of draw bridge.

At Gate, trains 461 and 464 will register by Form 608 and will be furnished register check Form 602 by operator.

## **Seventeenth Subdivision**

**6. Register Stations-** Nisqually Lakeview.

**7. Register Exceptions-** At Nisqually and Lakeview trains register by Form 608 and will be furnished register check by train order or Form 602 by operator.

## **Eighteenth Subdivision**

**7. Register Stations-** Centralia Passenger Statopm. Gate.

## **Nineteenth Subdivision**

**6. Register Stations** - Elma, Shelton.



# **Train Registers on the Northern Pacific**

## **Twenty-First Subdivision**

**11. Register Stations** – South Bend. Dryad Jct. Chehalis.

Millburn for CW trains.

## **Twenty-Third Subdivision**

**3. Register Stations** - Yakima passenger station.

## **Twenty-Fourth Subdivision**

**6. Register Station** - Yakima passenger station.